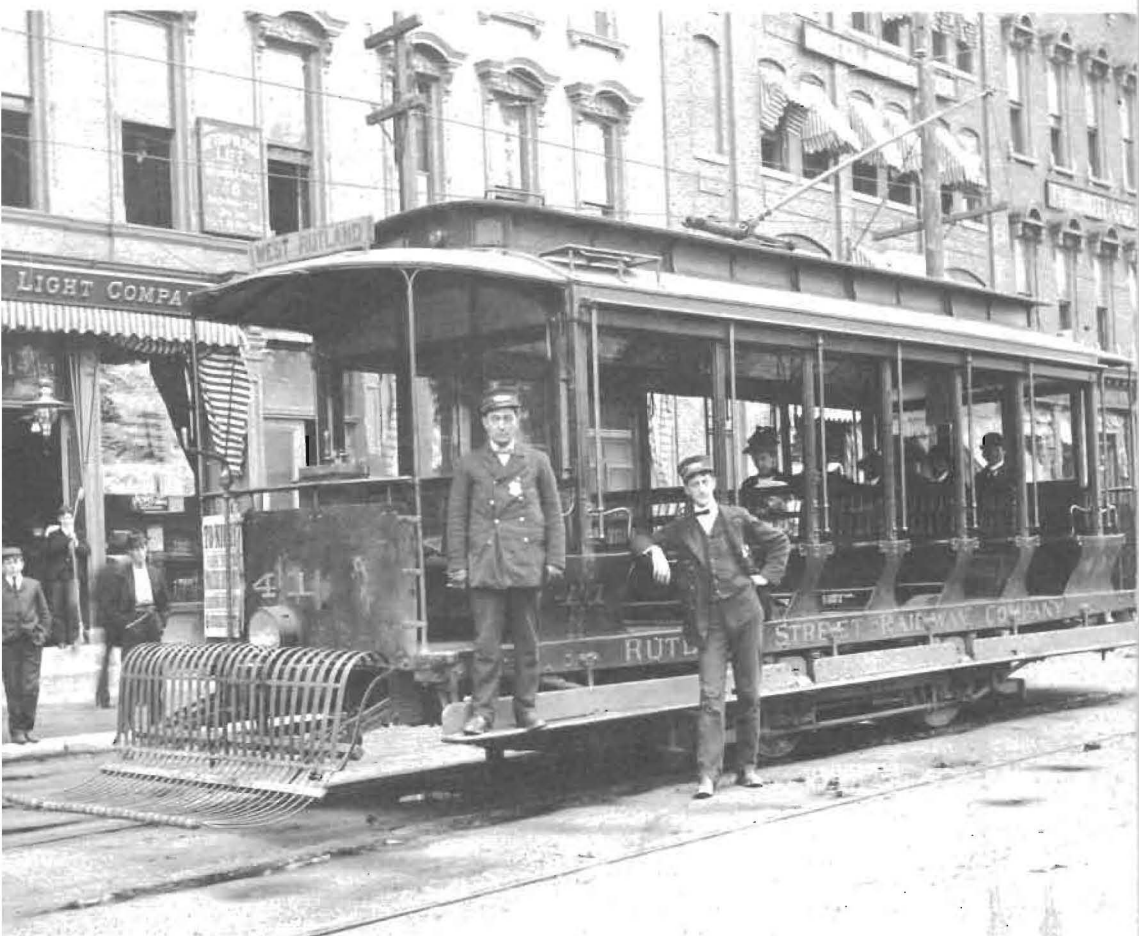


RUTLAND HISTORICAL SOCIETY

Quarterly

VOLUME X No. 1

WINTER 1980



Motorman Walter Jasmin (on the left) and conductor Edward Lyston stand in front of the Rutland Street Railway Company car number 41, which is headed toward West Rutland shortly after the turn of the century. In the background, on the east side of Merchants Row, from left to right, were a waiting room for the trolley at number 51, the Metropolitan Life Insurance Company, the Hotel Brunswick and the *Rutland Evening News*. This was a single truck car with five reversible benches. Because it had only one truck, or one set of wheels, the ride was bouncy. The cars which went to Fair Haven and Poultney were larger and heavier and had two trucks.

THE STREET RAILWAYS OF RUTLAND

by

ALLEN A. SHER

Division of Education

College of St. Joseph the Provider

The origin of street cars in Rutland can be traced to 1882. In that year, an act was passed by the Vermont legislature that enabled a street railway company to be incorporated. Commissioners were appointed to survey Rutland's transportation needs and to do whatever was necessary to meet them.

On July 6, 1885, these commissioners met and arranged for the sale of stock in a street railway company. They sought \$25,000. In short order, the Rutland Horse Railroad Co. obtained the necessary amount, received a charter, and elected E. Pierpont as president. They chose the American Railroad Construction Co. to build their line. This company had built horse railroads in other cities, and, at this time, it was working on the line from Fort Edward to Glens Falls, New York. Charles Haines, the president of the construction company, convinced merchants and real estate owners of the benefits that a horse railroad would bring to them.

The initial plans were to run the Main Line from the Bardwell House in Rutland Village to the West Rutland depot. Later plans were to extend the Main Line south to the fairgrounds and to build a branch road that would serve the local streets in Rutland. Father Boylan, who had 2,000 parishioners at St. Peter's Church in the southwestern part of Rutland, was anxious to have a belt line two miles long that would accommodate the people who came to the church. This line eventually became Rutland's South Belt, but the tracks that were laid in November of 1885 only served as the "Main Line" to West Rutland and the "City Line" in the Village of Rutland. The road was five and a half miles long from the fairgrounds to West Rutland, while the City Line was to be two and a half miles in length. The company used two horses on the West Rutland cars but just one horse on the City Line in Rutland. The fare from Rutland Village to West Rutland was eight cents, to Center Rutland five cents, and five cents for a trip on the City Line.

Much of the equipment was from Pennsylvania. The cars came from the J. G. Brill Co. of Philadelphia, and the rails were ordered from Scranton.

The horse cars started to operate in December of 1885. Five cars arrived from Philadelphia, and the quality of the cars was a pleasant surprise to everyone. The Main Line cars were eighteen feet long, could seat fifteen passengers comfortably, and used green marker lights at night. The City Line cars were sixteen feet long and used red lamps. The cars were painted prettily, were well upholstered, and were heated by small coal stoves. In addition to having a numeral in front of the platforms, six cars were individualized by having a name painted on the sides. The names on these cars were: John W. Cramton, John A. Sheldon, A. H. Tuttle, John N. Woodfin, Cheney Bros., and Harry M. Bates.

On Saturday, December 12, 1885, at 7 p.m., the cars were drawn up on Center Street for their trial run. In spite of the fact that the cars continually ran off the track, the passengers all had a good time. The cars ran all day on Sunday, December 13, and, despite a storm, about 1,000 fares were collected that day. As the drivers and horses became familiar with the tracks, there were fewer mishaps.

The Rutland Street Railway Co. ran cars every hour on the Main Line and every half hour on the City Line. A car that started at Church and Crescent Streets went counterclockwise around the belt, completing the loop thirty-five minutes later at Main Street and Crescent. The driver had a five minute layover, during which he would reverse ends by moving the horse from one end of the car to the other. When the car traveled south on Main Street and went clockwise around the belt, it only took twenty-five minutes. The reason for the difference in time is that, in going counterclockwise, the car had to go up the steep hill to Main Street.

In 1894, the company made plans to run electric cars. The new trolley cars were going to be bigger and heavier, and new rails had to replace the ones that had been used by the horse cars. Gangs of men who laid the rails were careful to leave the roadway in good condition. They placed dirt and gravel up to the tops of the tracks and tamped it so that all was smooth and level. In this way, teams of horses would have no inconvenience in passing over the trolley tracks. Two large generators were placed in a power station near Cleveland and West Streets.

On November 19, 1894, five electric cars arrived in Rutland. These cars were twenty-eight feet long and could seat twenty-six persons. They were finished inside in early birch, and the exterior was painted in chrome yellow with silver letters and numbers. The new trolleys had vestibules at each end and were heated by coal stoves. The cars were lighted by electricity and afforded a vivid contrast to the small cars to which Rutland had become accustomed. Service on the electric trolleys began on November 26, 1894, with a car leaving for West Rutland every hour beginning at 6 a.m. The belt line cars ran every twenty minutes beginning at 6:30 a.m.

In 1906, all of the local power, railway, and lighting lines were consolidated. Four utility companies, the Rutland Street Railway Co., the People's Gas Light Co., the Chittenden Water Power Co., and the Rutland City Electric Co. were merged into the Rutland Railway, Light and Power Co. This company lasted until August, 1929, when it and seven other electric utilities joined together to form the Central Vermont Public Service Corporation. Mr. G. Tracy Rogers of Binghamton, New York became the first president of the Rutland Railway, Light and Power Co.

Two car barns were built on South Main Street in Rutland, opposite the fairgrounds. Each barn was four tracks wide and contained equipment for the repair, service, and storage of the cars. Another car barn was located in West Rutland, just west of Marble and Depot Streets. The open or summer cars were stored in these barns.

In 1906, service was extended to Castleton, Lake Bomoseen, Fair Haven, and Poultney, and twenty-six cars were in operation. The Fair Haven cars were long, heavy and powerful interurbans. They had a compartment for baggage and freight at one end and could seat forty-eight people. The seats were arranged horizontally, with an aisle down the center. At the end of the line, when the motorman and conductor changed the trolley poles, they would reverse the seats so that the passengers would face forward.

The trolley cars of the Rutland Railway Light and Power Co. were the real colossus of Vermont's electric railways. The company, on its thirty-five miles of track, had the greatest number and variety of cars of any system in Vermont. In 1913 the Rutland trolleys carried over three million passengers.

The automobile made its appearance around 1910 and by 1914 had made a significant impact on transportation in Rutland. Fewer people began to ride the trolleys, and revenues for the company grew smaller. Continuing to operate two-man cars became very expensive, and about 1917 the company arranged for the closed trolleys to be operated by just one person. The motorman, thus, had the sole responsibility for his car and had to run the trolley and collect the fares. World War I also contributed to the concept of one-man cars because of the shortage of manpower that it created. In the summer, however, the company still operated the popular open cars, and these required a motorman and conductor. Many Rutlanders liked to spend a warm evening by going for a refreshing ride on the open trolley. It was a distinct pleasure to take the trolley around Rutland on the Belt Lines or to speed out to Fair Haven, Castleton, or Lake Bomoseen.

When World War I ended in 1918, more automobiles made their appearance. The combination of the growth of automobile traffic, dwindling receipts, and increased operating expenses forced the trolley company to discontinue service.

In 1924 Rutland Railway Light and Power Co. petitioned the Public Service Commission to discontinue its trolley lines. On July 6, 1924, the last car ran between West Rutland and Fair Haven. Later that year, on December 26, 1924, all

trolley service between West Rutland and Rutland ceased. Officials had wanted to stop service on December 1, but they granted a request from Mayor James Dunn and ran the trolleys another three weeks to accommodate the Christmas shoppers.

The discontinuance of street railways in Rutland was a victory for the automobile. Two days later, A. F. Ward started a motorbus operation over the identical route which the belt line trolleys had used. The Rutland Daily Herald in its editorial of December 29, 1924, stated "Rutland is not alone in its street transportation problems. Trolley lines are going out of business all over the country. The real underlying factor is the automobile."

The company did its best to find employment for its twenty employees. When service ended, there were six trolley cars left, in addition to a sweeper and snowplow. Most of the cars were scrapped, but some may have found their way into a trolley car museum.

There are three trolley car museums in New England that have trolleys on display. In addition, these museums have cars that operate on their own track: The Branford Trolley Museum in East Haven, Connecticut, the Connecticut Electric Railway Association in Warehouse Point, Connecticut and the Seashore Trolley Museum in Kennebunkport, Maine. Here the trolleys are running — life-size under their own power, and on their own private right of way. Readers may visit any one of these museums to go for a ride in the speedy, comfortable wood or steel cars of the past.

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ACKNOWLEDGMENTS

I wish to give many thanks to Mr. Richard Ryan for sharing with me his deep knowledge of not only the trolleys of Rutland but of the City of Rutland in general. Dick Ryan's memories and notes have contributed much to material that is in this monograph. I wish to acknowledge the following individuals of Rutland who shared their recollections of the trolleys and who were helpful to me in the writing of this article.

Mark Blucher
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Sol Rosenberg

Mary Sabol
Jake Sherman
Henry Weiss
Carleton Wilson

Rutland, Vermont
July 16, 1980

Allen Sher

NEWS ITEMS REGARDING THE RUTLAND STREET RAILWAY PRINTED IN THE RUTLAND DAILY HERALD

Wed., 23, April 1884

"Punch, brother, punch; punch with care; punch in the presence of the passengair," is now sung with great glee by those interested in the street railway.

Sat., 25, Aug. 1888

Ex-Governor Proctor of Proctor has sold since last April nearly 100 building lots from his land on Baxter Street in Rutland in the rear of the horse car stables. Several houses are in course of construction and more are contemplated.

Wed., 19, Sept. 1888

There will be another auction sale of building lots this afternoon at 2 o'clock on the grounds near the horse railroad stables.

Wed., 26, Sept. 1888

Mr. Edward Blake of Boston, a representative of the Sprague Electric Railway and Motor Co. is expected in town today to examine the road of the Rutland Street Railway Co., to ascertain the feasibility of substituting electric motors for horses. The company is, and has been for some time, contemplating such a change.

Wed. 7, Nov. 1888

Mr. V. C. Meyerhoffer, proprietor of the Mt. Killington House, and who has conducted the hotel there for the past nine years, has recently purchased Killington Peak and much of the surrounding territory. Mr. Meyerhoffer stated that he believed that an electric railway was going to be built up the mountain. A friend, who is in the electric railway business, says he will go into the scheme. He believes that the road can be built and equipped for \$20,000.

Wed., 28, Nov. 1888

While a Center Rutland man was boarding a horse car last evening with two live turkeys, one of them escaped and flew through a basement window in F. W. Watkins' store. Mr. Watkins had to be called and the store unlocked before the bird could be captured again.

Wed., 30, Jan. 1889

The street railway company has 26 horses at its stable and they consume on an average a ton and a half of feed every week.

Wed., 2, Apr. 1890

Horse Railroad Gossip

The Haines Bros. constructors of the Rutland Street Railway, are doubtless well remembered by many Rutland people. The wife of Charles D. Haines has just been elected president of the Haines Medina Valley road in Texas and she is said to be the first woman in America ever to be chosen president of a steam railroad.

The directors of the local road are congratulating themselves on the small amount of money it has been necessary to expend to keep the tracks free from ice and snow. The severest day of the season was last Friday when the big plow went over the West Rutland line six times.

The question of changing the tracks of the belt line road from Center and Washington Streets to Madison and Main Streets is still being more or less agitated, and the residents of South Main and Madison Streets hope that the change will be made this summer.

Wed., 16, Apr. 1890

A proposal to change the route of the belt line generally received support of Center Street merchants. The proposal would remove the track from Center, Wales, Washington and Court Streets. New track would be laid from the Fairground branch on Strongs Avenue up Madison Street to Main Street and through Main Street to Center Street where connection would be made with the present track.

Many merchants felt the tracks were a nuisance and detriment to busy thoroughfares such as Center and Wales Streets. Furthermore many consider the proposed changes would generally be more beneficial to the street railway. Most felt that their businesses would not be adversely affected by the proposed changes.

Wed., 4, Jun. 1890

The Street Railway Co. has not yet made any move towards removing the track from Center Street. The Herald is informed that nothing will be done until the matter is brought before a meeting of the directors, and when that will be held is not known.

Fri., 17, Aug. 1894

The Rutland Street Railway company has bought from J. G. Brill & Co. of Philadelphia, Pa., five electric cars, finished in curly birch. The cars will be shipped here by October 20. The company has bought the street poles from parties in Michigan, and they will be shipped at once.

Wed., 22, Aug. 1894

The Rutland Street Railway Company has made a contract with the Rutland Electric Light Company to furnish the power to run its electric cars.

Sat., 25, Aug. 1894

The City Electric Company has advertised again for a permit to run its proposed electric railway through certain streets in the city. The company has changed its route from that it proposed the first time.

Wed., 12, Sept. 1894

The Street Railroad Company broke ground for their new car house in a lot between the proposed extension of Park Street and Allen Street, south of the late Frederick Chaffee's residence yesterday. The building will be of brick, one story high and 130 by 45 feet. A two story office for the company will be in the front part of the building. The building will accommodate 12 cars.

Wed., 24, Oct. 1894

The electric street railroad poles are being painted drab color.

Wed., 7, Nov. 1894

The Rutland Street Railroad Company is placing its trolley wire in position on Crescent and North Streets.

Wed., 14, Nov. 1894

The Rutland Street Railroad Company has begun to string the feed lines which will connect the electric road with the dynamos at the Rutland Electric Light Station. The company's new electric cars are expected to arrive here today.

Wed., 28 Nov. 1894

There was lots of riding on the electric cars yesterday. Ladies and children took trip after trip around the city on the belt line cars, and greatly appreciated the novelty and comfort of their surroundings.

Wed., 28, Nov. 1894

The Senate bill (State of Vermont) to incorporate the Marble City Electric Railroad Company, that was introduced by Senator White, by request, during the first part of the term was killed this afternoon by almost unanimous vote. The opinion was that one electric road was enough for Rutland.

Wed., 12, Dec. 1894

Electric cars pass my office every 20 minutes. For one week: If you trade 50c you get a return ticket. If you trade \$1 you get two return tickets. Tell the conductor to stop at Lane's, 72 to 79 North Church Street. Umbrella to car in wet weather.

Wed., 13, Feb. 1895

Yesterday morning car No. 54 on the West Rutland electric line ran into the old car at Center Rutland that is used as a waiting place for through passengers. The collision was caused by the frost on the rails, which caused the wheels to slip after the brakes had been set. The glass in the vestibule of the electric car was broken and the end of the standing car was crushed in. But one passenger was aboard when the the accident happened.

Wed., 13 Feb. 1895

John W. Cramton and George T. Chaffee have been given the lease of the fairgrounds for 15 years. They intend to put an electric car station on the grounds in the spring. The barn at West Rutland has been completed. It has been fitted up as a repair shop as well as a car barn, so that cars may be repaired at both ends of the line.

Wed., 2 Apr. 1902

Beginning this morning the belt line street cars will be run according to the old time table. The running of cars both ways was abandoned, as it did not meet the approval of the general public.

Wed., 9 Apr. 1902

The Owen Building, which is being moved from Center Street to North Main Street beside the Novak Creamery, was left across the car tracks on North Main Street near Center Street last evening, which necessitated the running of two cars from the waiting room north and south as far as the building. It will be removed from the line today.

Wed., 4 Jan. 1902

The big dam at Chittenden, which was built by the Adams Construction Company for the Chittenden Power Company, is fully completed and the reservoir is now full of water. The machinery used in the work of construction is being moved to West Rutland to be used in the work of extending the electric railroad from that place to Fair Haven. The force of 45 men which the Adams Construction Company now has at Chittenden will be moved to West Rutland Friday and put to work on the electric road. This addition to the force already employed will make a total of about 300 men at work on the railroad.

The grading of the electric road has been nearly completed to within about a half-mile of Castleton Village. Four of the six bridges between West Rutland and Castleton have been built and the work of laying the rails will probably be commenced within a month.

Wed., 22 Aug. 1906

Early yesterday morning, W. H. Cabot, an employee of the Rutland Railway Light and Power Company who was working on the street railway lines stopped a fight among several Polanders in West Rutland. The nature of the fight leads to a belief that a murder may have been prevented.

Wed., 19 Sept. 1906

Owing to the continued warm weather and the fact that there are many people who wish to go to Lake Bomoseen, the lake schedule of the Rutland Railway, Light and Power Company will be continued until further notice. The first car in the morning will leave the station in this city at 9:05 o'clock, and returning the last car will leave the lake at 8:40 o'clock in the evening. The lake schedule was to have been discontinued yesterday.

Wed., 31 Oct. 1906

The building of two new switches, one at Center Rutland to be known as Church switch, and one between West Rutland and Castleton to be known as Hart's switch, has enabled the revision of the time table of trolleys of the Rutland Railway, Light and Power Company.

Wed., 24 Oct. 1917

The combination of a slippery rail and an automobile stalled on the tracks caused a slight collision at the corner of Grove and Crescent Streets yesterday morning at 8 o'clock when the north belt trolley bunted into an Overland machine owned and driven by George W. Thomas. Neither car was damaged to any extent. The electric car was in charge of conductor George Fox and motorman Claude Taggart.

Wed., 21 Nov. 1917

A motor dropped from one of the forward trucks of a main line trolley, which left Rutland at 5 o'clock Monday afternoon, at a point near Castleton, before reaching that village and derailed the car. The car was going so slowly at the time that no one was hurt, according to officials of the company, but several hours' time was required to clear the track. The service was not interrupted, however, cars having been run both sides of the accident, in a "shuttle" service.

Wed., 9 Jan. 1918

Rutland — marble center of the world, one of the heaviest contributors to Red Cross and Y.M.C.A. war work and the busiest municipality in Vermont — is to have an innovation. Its trolley cars operated on the belt lines are to be converted into one-man-operated vehicles. The announcement is made in the weekly letter of the W. S. Barstow Company, the corporation controlling the management of the Rutland Railway, Light and Power Company.

Wed., 16 Jan. 1918

The foot and half or so of snow that fell on Rutland during yesterday and Monday night caused considerable trouble to transportation facilities although the mild temperature negated the evil doing of a disagreeable wind so that pedestrians did not suffer aside from hard walking. Most trains ran three to five hours late. The Rutland Railway, Light and Power Company had its snow plow out at 10 in the morning and worked all day. On account of being obliged to run slowly because of the storm some trips were missed on both the main and belt lines of the trolley road but no worse troubles were encountered. A mild temperature of 16 to 18 degrees above zero prevented wire troubles for the telegraph and telephone companies. The city street force had extra helpers busy clearing sidewalks until dark. Business was generally more or less suspended.

Wed., 14 May 1919

Auto crashes into north belt trolley car.

Wed., 9 Jan. 1935

The contract to build a modern cement bridge over East Creek on State Street also will provide for filling with cement the space on State Street, between Merchants Row and Pierpoint Avenue, now occupied by the abandoned street railway tracks, new curbings and gutters will also be put in. The strip of cement on each side of the trolley car tracks, now in place, will not be changed.



This picture shows a main line passenger car followed by a separate car used for hauling freight. The car is stopped in front of the passenger station at 51 Merchants Row.

Rutland Street Railway.

BELT LINE.

TIME TABLE.

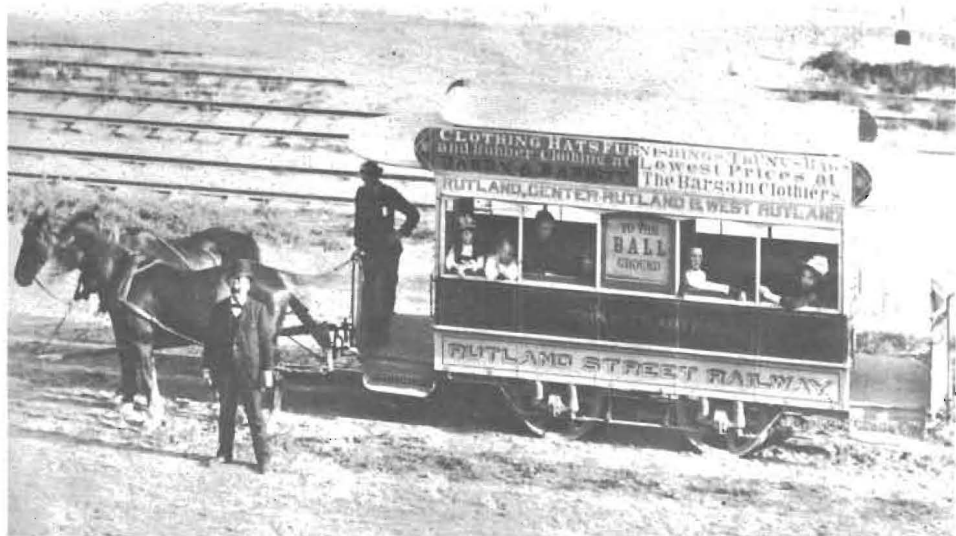
Takes Effect Nov. 21, 1887.

Leaves Church & Crescent.	Grove & Maple.	Bates House.	Center & Main.	Arrives Main & Crescent.
10 00	10.06	10.10	10.18	10 25
11.00	11.06	11.10	11.18	11.25
12.00	12.06	12.10	12.18	12.25
1 00	1.06	1.10	1.18	1 25
2 00	2.06	2.10	2.18	2 25
3 00	3 06	3.10	3.18	3 25
4 00	4 06	4.10	4.18	4 25
5 00	5 06	5.10	5.18	5 25
6 00	6 06	6.10	6.18	6 25
7 00	7 06	7.10	7.18	7 25
8 00	8 06	8.10	8.18	8 25

Leaves Main & Crescent.	Center & Main.	Bates House.	Maple & Grove.	Arrives Church & Crescent.
10 30	10.37	10.45	10.50	10 55
11 30	11.37	11.45	11.50	11 55
12 30	12.37	12.45	12.50	12 55
1 30	1.37	1.45	1.50	1 55
2 30	2.37	2.45	2.50	2 55
3 30	3.37	3.45	3.50	3 55
4 30	4.37	4.45	4.50	4 55
5 30	5.37	5.45	5.50	5 55
6 30	6.37	6.45	6.50	6 55
7 30	7.37	7.45	7.50	7 55
8 30	8.37	8.45	8.50	8 55

Passengers not leaving car can double the road for one fare.

M. McKEOGH, Supt.



John W. Cramton with the sign "To the Ball Ground" meant Green's Hill, a ball field on West Street and Columbian Avenue. People still play ball here today near Temple Crossing. The Street Railway started operation on Sunday, December 13, 1885.



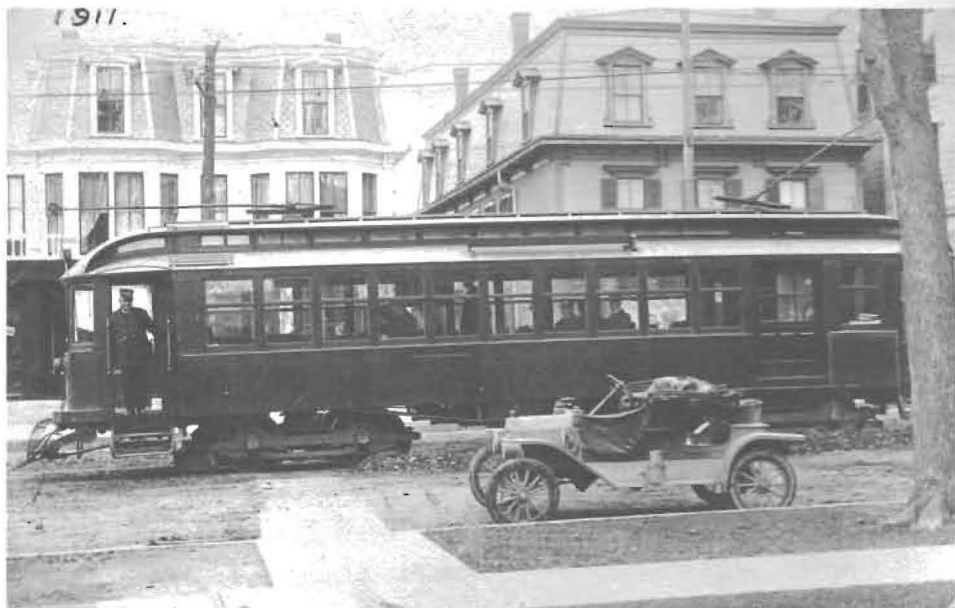
This unusual photo shows five trolleys on Merchants Row, south of Center Street. Two cars on the left are north bound on Merchants Row headed for West Rutland and Fair Haven. Two cars on the right are south bound on Merchants Row and are part of the city's Belt Line; one will turn left into Madison Street and Strongs Avenue and the other will continue south on Strongs Avenue to the Fairgrounds. The last car in the picture is probably an extra going to the car barn for use later.



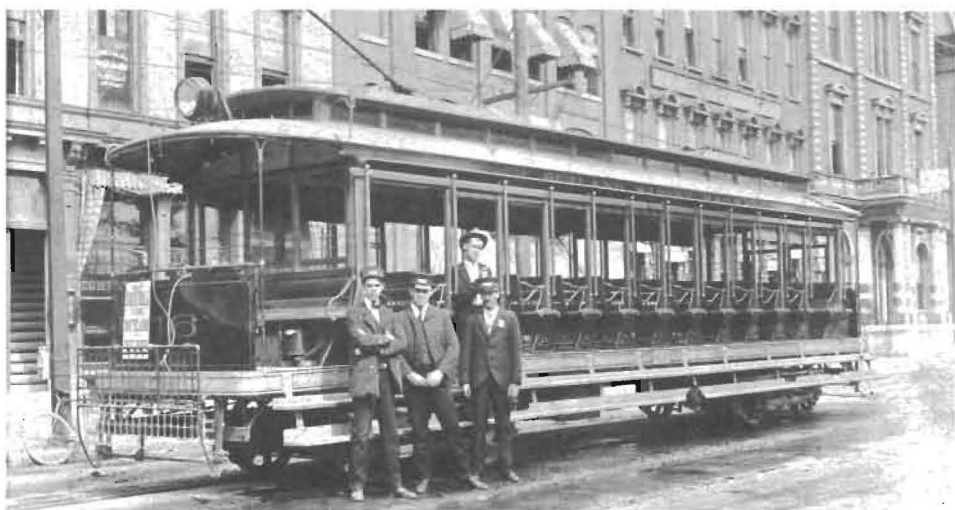
The horse-drawn *John W. Cramton* of the Rutland Street Railway at the corner of Grove and State Streets in 1891. The trolleys as in this case, which went from Rutland to West Rutland, had two horses and were bigger than trolleys on the Main Street Belt Lines.



Single truck, closed car trolley #54 prior to 1906. The trolley is in front of Depot Park where a bandstand is set up. On the other side of the street is the Bates House before the disastrous fire of February 18, 1906.



Closed car #26 is on Main Street in Poultney about to leave on the trip to Rutland. The baggage, mail, and smoking sections are at the rear of the car in this picture. This interurban was a powerful, high speed car. Cars of this type were powered by electricity and reached speeds of 35-40 miles per hour.



Number 46 has eleven reversible benches and could provide seating for almost seventy-five people. It is a Main Line car. In early September 1917 the car was inbound and crossing over State Street bridge at Water Street when it hit a branch that was on the track. The car was derailed and it crashed into a pole on the north side of State Street. The motorman was thrown forward onto the tracks and was killed when the trolley ran over him. In a few days, the car was repaired and put back into service.

Rutland Railway Light & Power Co.

In Effect Aug. 1st, 1909

Rutland to Fair Haven and Lake Bomoseen

Rutland	Church *Switch	West Rutland	Harts *Switch	Castleton	Castleton *Corners	Lake Bomoseen	Hydeville	Fair Haven
Miles 0	2.14	4.39	6.70	11.00	12.86	16.00	14.00	16.00
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
+ 5 30	5 42	5 54	6 00	6 13	6 20	6 30	6 25	6 30
+ 5 55	6 07	6 19	6 25	6 36	6 42	6 55	6 50	6 55
6 25	6 37	6 52	7 00	7 11	7 17	7 30	7 25	7 30
7 05	7 17	7 29	7 35	7 46	7 52	8 05	8 00	8 05
7 40	7 52	8 04	8 10	8 21	8 27	8 40	8 35	8 40
8 15	8 27	8 39	8 45	8 56	9 02	9 15	9 10	9 15
8 50	9 02	9 14	9 20	9 31	9 37	9 50	9 45	9 50
9 25	9 37	9 49	9 55	10 06	10 12	10 25	10 20	10 25
10 00	10 12	10 24	10 30	10 41	10 47	11 00	10 55	11 00
10 35	10 47	10 59	11 05	11 16	11 22	11 35	11 30	11 35
11 10	11 22	11 34	11 40	11 51	11 57	.....	.....	.....
11 45	11 57	.....	.....	.....	.....	.....	.....	.....
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	.....	12 09	12 15	12 26	12 32	12 10	12 05	12 10
12 20	12 32	12 44	12 50	1 01	1 07	1 20	1 15	1 20
12 55	1 07	1 19	1 25	1 36	1 42	1 55	1 50	1 55
1 30	1 42	1 54	2 00	2 11	2 17	2 30	2 25	2 30
2 05	2 17	2 29	2 35	2 46	2 52	3 05	3 00	3 05
2 40	2 52	3 04	3 10	3 21	3 27	3 40	3 35	3 40
3 15	3 27	3 39	3 45	3 56	4 02	4 15	4 10	4 15
3 50	4 02	4 14	4 20	4 31	4 37	4 50	4 45	4 50
4 25	4 37	4 49	4 55	5 06	5 12	5 25	5 20	5 25
5 00	5 12	5 24	5 30	5 41	5 47	6 00	5 55	6 00
5 35	5 47	5 59	6 05	6 16	6 22	6 35	6 30	6 35
6 10	6 22	6 34	6 40	6 51	6 57	7 10	7 05	7 10
6 45	6 57	7 09	7 15	7 26	7 32	7 45	7 40	7 45
7 20	7 32	7 44	7 50	8 01	8 07	8 20	8 15	8 20
7 55	8 07	8 19	8 25	8 36	8 42	8 55	8 50	8 55
8 30	8 42	8 54	9 00	9 11	9 17	9 30	9 25	9 30
9 05	9 17	9 29	9 35	9 46	9 52	10 05	10 00	10 05
9 40	9 52	10 04	10 10	10 21	10 27	10 40	10 35	10 40
10 15	10 27	10 39	10 45	10 56	11 02	11 15	11 10	11 15
11 10	11 22	11 34	.....	.....	.....	.....	.....	.....

TROLLEY INFORMATION BUREAU,

JOHN J. LANE, Secretary. 12 PEARL ST., BOSTON.

Maps, Folders and Time Tables

for all Trolley Lines in New England furnished on application.

Fair Haven and Lake Bomoseen to Rutland

Fair Haven	Hydeville	Lake Bomoseen	Castleton *Corners	Castleton	Harts *Switch	West Rutland	Church *Switch	Rutland
Miles 0	2.0	Miles 0	3.14	5.00	9.03	11.61	13.86	16.00
A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
† 6 30	6 35	† 6 30	6 42	6 48	7 00	6 25	6 37	6 49
† 7 05	7 10	† 7 05	7 17	7 23	7 35	7 06	7 17	7 30
7 40	7 45	7 40	7 52	7 58	8 10	7 41	7 52	8 05
8 15	8 20	8 15	8 27	8 33	8 45	8 16	8 27	8 40
8 50	8 55	8 50	9 02	9 08	9 20	8 51	9 02	9 15
9 25	9 30	9 25	9 37	9 43	9 55	9 26	9 37	9 50
10 00	10 05	10 00	10 12	10 18	10 30	10 01	10 12	10 25
10 35	10 40	10 35	10 47	10 53	11 05	10 36	10 47	11 00
11 10	11 15	11 10	11 22	11 28	11 40	11 11	11 22	11 35
11 45	11 50	11 45	11 57	11 28	11 40	11 46	11 57	.....
P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	.....	.....	.....	12 03	12 15	12 21	12 32	12 10
12 20	12 25	12 20	12 32	12 38	12 50	12 56	1 07	12 45
12 55	1 00	12 55	1 07	1 13	1 25	1 31	1 42	1 20
1 30	1 35	1 30	1 42	1 48	2 00	2 06	2 17	1 55
2 05	2 10	2 05	2 17	2 23	2 35	2 41	2 52	2 30
2 40	2 45	2 40	2 52	2 58	3 10	3 16	3 27	3 05
3 15	3 20	3 15	3 27	3 33	3 45	3 51	4 02	3 40
3 50	3 55	3 50	4 02	4 08	4 20	4 26	4 37	4 15
4 25	4 30	4 25	4 37	4 43	4 55	5 01	5 12	4 50
5 00	5 05	5 00	5 12	5 18	5 30	5 36	5 47	5 25
5 35	5 40	5 35	5 47	5 53	6 05	6 11	6 22	6 00
6 10	6 15	6 10	6 22	6 28	6 40	6 46	6 57	6 35
6 45	6 50	6 45	6 57	7 03	7 15	7 21	7 32	7 10
7 20	7 25	7 20	7 32	7 38	7 50	7 56	8 07	7 45
7 55	8 00	7 55	8 07	8 13	8 25	8 31	8 42	8 20
8 30	8 35	8 30	8 42	8 48	9 00	9 06	9 17	8 55
9 05	9 10	9 05	9 17	9 23	9 35	9 41	9 52	9 30
9 40	9 45	9 40	9 52	9 58	10 10	10 16	10 27	10 05
10 15	10 20	10 15	10 27	10 33	10 45	10 50	11 00	10 40
10 50	10 55	10 50	11 02	11 08	11 20	11 26	11 37	11 10
11 15	11 20	11 15	11 25	11 31	11 43	11 48	11 58	11 50
								12 08

* Passing point. † To Fair Haven Saturdays.

† Except Sunday. ‡ Change at Castleton Corners for Lake Bomoseen.

BELT LINE SERVICE

No. Belt Car leaves Waiting Room 6.10 a.m.; So. Belt Car 6.30 a.m.; and every twenty minutes thereafter until 11.10 p.m., week days. Sundays 8.30 a.m. to 11.10 p.m.

G. S. HALEY, Gen. Mgr.

**RUTLAND HISTORICAL SOCIETY
101 CENTER STREET, RUTLAND, VERMONT
(802) 775-2006**

The society publishes the *Quarterly* for its members with the aim of preserving and studying the history of the Rutland community, which is comprised of the Towns of Rutland, Proctor and West Rutland and the City of Rutland. The Society maintains and operates a museum at 101 Center Street, Rutland, in the former Bank of Rutland building (built in 1825), now owned by the City of Rutland and leased to the Society at no charge.

Membership

Membership in the Society is open to all upon payment of dues to the Treasurer—
John Diodati, 16 Cottage Street, Rutland, Vermont 05701

Dues are \$3.00 per year for regular members; for those wishing to give the Society further support, a contributing membership is \$10.00; a business membership is \$25.00; a sustaining membership is \$100.00; and a life membership (one payment only) is \$75.00.

All members receive as part of their membership four issues of the *Quarterly*. The expiration date of each membership is listed on the mailing label of the publication. Members wishing to pay two or more years' dues in advance are encouraged to do so to reduce costs.

Manuscripts are invited; address correspondence to the Editor.

Gifts or bequests of money or articles of local historical interest are welcome at all times and are deductible for income tax purposes.

*Editor: Michael L. Austin
Managing Editor: Jean C. Ross*

RUTLAND HISTORICAL SOCIETY
101 Center Street
Rutland, Vermont 05701

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The number or letter on the address label indicates your dues status:
80 one year in arrears 81 current L life membership